

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-OOMS(44) Chatham County **OFFICE** Preconstruction
P.I. No. 571060 **DATE** August 9, 1994
CWH
FROM C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION
SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/se

Attachment

DISTRIBUTION:

John Lively
Bob Mustin
David Studstill
Herman Griffin
Toni Dunagan
James Kennerly
Darrell Elwell
Marion Waters
Craig Brack
Paul Liles
Walker Scott

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-OOMS(44) Chatham County **OFFICE** Preconstruction
P.I. No. 571060 **DATE** July 11, 1994

FROM Hoyt J. Lively, Jr., P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening of Skidaway Road in Savannah from Ferguson Avenue to just south of Victory Drive near Rowland Avenue for a total of 4.10 miles. The existing roadway consists of two lane with minimal curb and gutter with left turn lanes at major intersections. The base year traffic (1989) is 23,700 VPD and the design year traffic (2010) is 19,600 VPD. Traffic projections are expected to drop due to the construction of the Harry S. Truman Parkway. However, the drop will not significantly change the level of service or accident frequency. The posted and design speed from Ferguson Avenue to Eisenhower Drive and from Derenne Avenue to Victory Drive is 35 MPH. The posted speed from Eisenhower Drive to Derenne Avenue is 40 MPH and the design speed is 45 MPH.

The proposed widening will provide 2-12' wide travel lanes with a 14' wide continuous turn lane from Ferguson Avenue to Shell Road (3.60 miles). Turn lanes and/or through lanes will be added at Ferguson Avenue, John Scott Drive, Eisenhower Drive, Bonna Bella, Derenne Avenue, Laroche/Delesseps Avenue, 52nd Street and Sunset Blvd. A new traffic signal will be added at Sunset Blvd. From Shell Road to Rowland Avenue (0.50 mi), The existing roadway will be widened to 4-12' travel lanes with a 14' continuous turn lane to connect to the existing 5 lane from Rowland Avenue to Victory Drive. The proposed concept was based on public comments and request from local officials in an effort to minimize impacts on businesses, parking and monumental trees. The roadway will remain open to traffic during construction.

Environmental concerns include requiring an Environmental Assessment to be prepared; a public hearing will be held; time saving procedures are not appropriate.

Wayne Shackelford
Page 2
July 11, 1994

STP-OOMS(44) Chatham County

Estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$6,652,000	\$5,000,000	1997
Rights-of-way*	---	---	96-12
Utilities*			

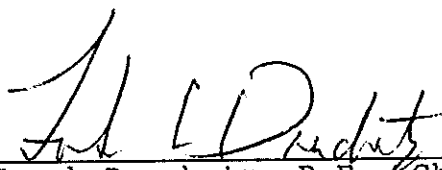
*Contract signed 2-18-94 requires County be responsible for design, utility relocations and right-of-way acquisition.

This project is part of the Chatham County 1% Local Option Sales Tax Program for Road Improvements. I recommend this project concept be approved.

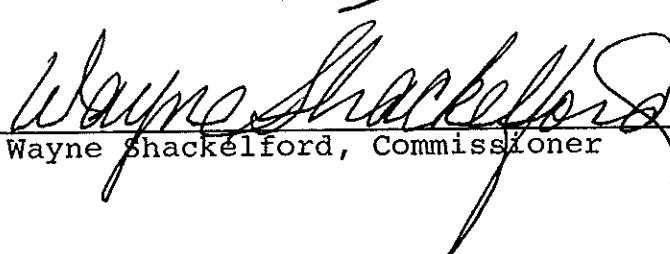
HJL/JDQ/se

Attachment

CONCUR:


Frank Danchetz, P.E., Chief Engineer

APPROVED:

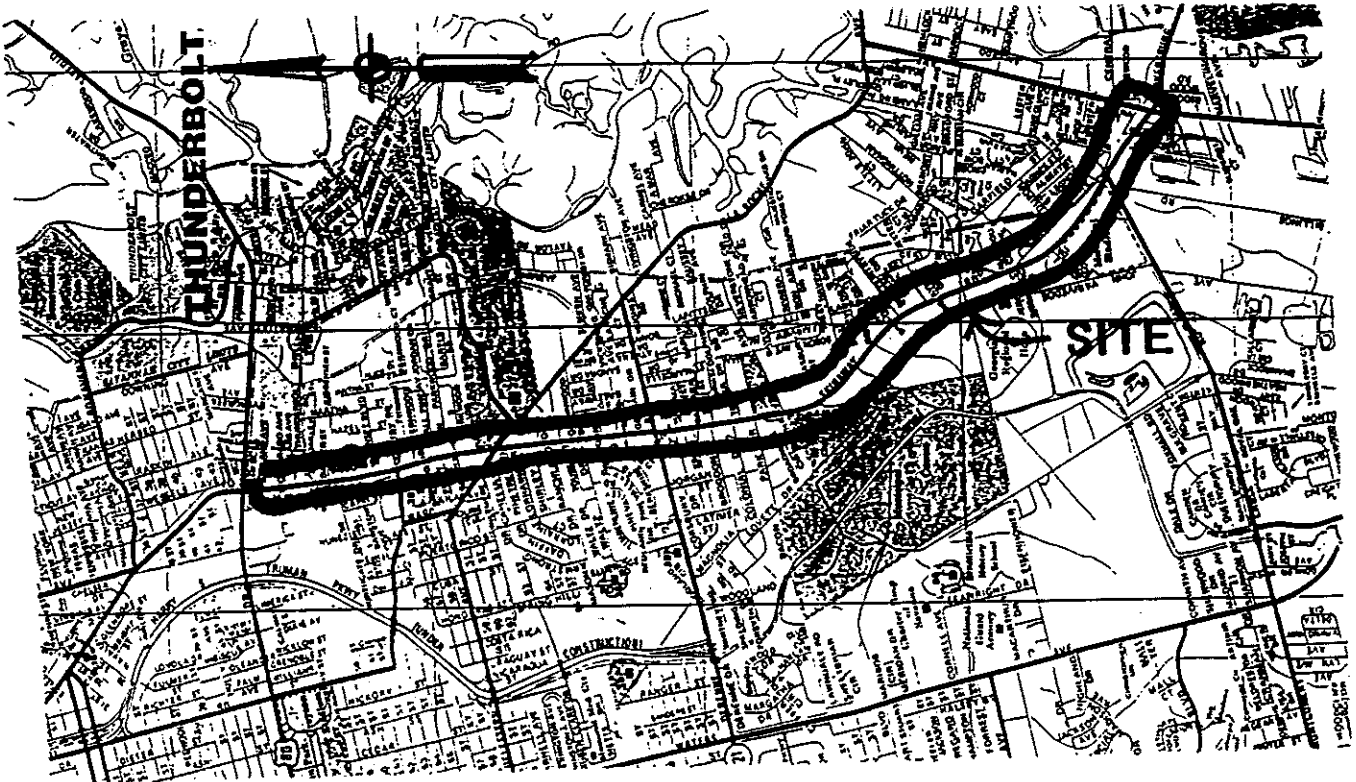

Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT
STP-OOMS(44) CHATHAM
TSM IMPROVEMENTS FOR SKIDAWAY ROAD, FERGUSON AVE.
TO VICTORY DRIVE (U.S. 80)

Federal Route No. : None
State Route No. : STP-OOMS (Skidaway Road)
GaDOT P.I. No. : 571060



Date of Report: October 21, 1993 (Revised March 25, 1994)

RECOMMENDATION FOR APPROVAL

April 12, 1994
Date

Walter W. Wood
State Urban Design Engineer

Date

State Environmental Engineer

Date

State Traffic and Safety Engineer

Date

District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-OOMS(44) CHATHAM OFFICE Atlanta, Georgia
P. I. No. 571060
Skidaway Road Widening DATE APRIL 19, 1994

FROM Bob Mustin, P.E., Project Review Engineer JTM

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

The attached concept report has been review and is considered satisfactory.

The estimated costs for this project are as follows:

Construction	\$ 5,485,000
Inflation	\$ 562,000
E & C	\$ 605,000
Right of Way	\$ 0 (LGPA)
Reimburseable Utilities	\$ 0 (LGPA)

DTM

Attachments

c: Walker Scott

RECEIVED
APR 22 1994
PRECONSTRUCTION

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-00MS (44) Chatham County **OFFICE** Atlanta, Georgia
P.I. No. 571060 Skidaway Road from
Ferguson Ave. to Victory Drive **DATE** April 11, 1994
Walker W. Scott
FROM Walker W. Scott, Jr., State Urban Design Engineer
TO Bob Mustin, Project Review Engineer

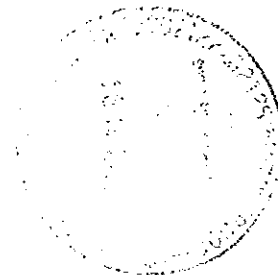
SUBJECT CONCEPT REPORT SUBMITTAL

Attached for your review and further handling is the Concept Report for this project, prepared by Chatham County.

^{ART}
WWS/ART/jmf

Attachment

c: Hoyt J. Lively, Jr.
George Lyons - Chatham County
David Studstill, w/Attachment
Marion Waters, w/Attachment
Craig Brack, w/Attachment
Wayne Hutto, w/Attachment



D.O.T.66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED
APR 19 1994

PRECONSTRUCTION

FILE STP-00MS(44) Chatham County
P.I. No. 571060

OFFICE Traffic Operations
Atlanta, Georgia
DATE April 14, 1994

FROM *ABR for* Marion G. Waters, III, P.E., State Traffic Operations Engineer

TO Bob Mustin, P.E., Project Review Engineer

SUBJECT Project Concept Report Review

We have reviewed the concept report on the above project for the widening of Skidaway Road from Ferguson Avenue to Rowland Avenue, just south of the Victory Drive (US 80/SR 26) intersection, in the City of Savannah. The existing two lane roadway from Ferguson Avenue to Shell Road (3.6 mi.) will be widened to three lanes providing a continuous left turn lane. The existing three lane roadway from Shell Road to Rowland Avenue (0.5 mi.) will be widened to a five lane section.

We believe this concept will improve safety and operational capacity along this section of roadway. We therefore find this report satisfactory for approval.

MGW:TOC:dc

Attachment (signature page)

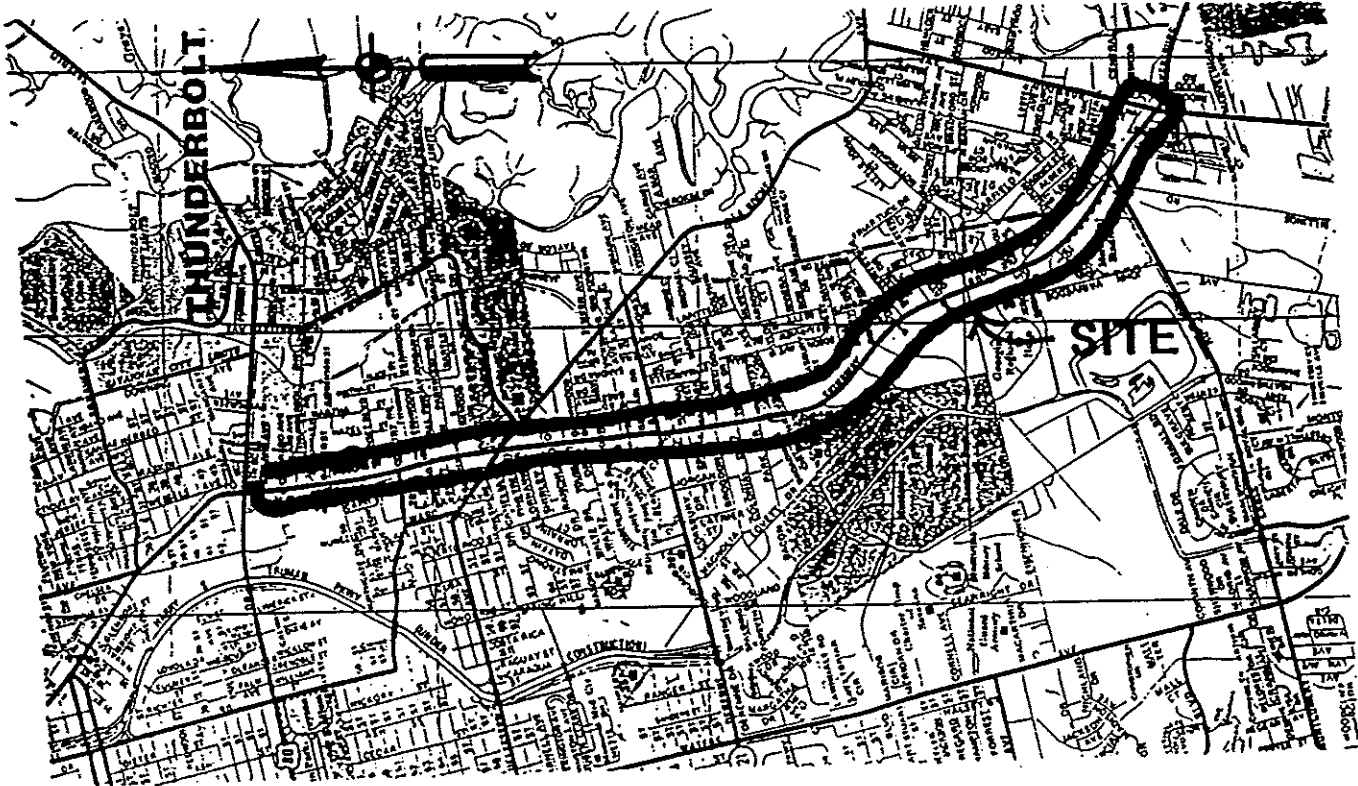
cc: David Studstill
Walker Scott
Wayne Hutto, w/attachment
General Files

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT
STP-OOMS(44) CHATHAM
TSM IMPROVEMENTS FOR SKIDAWAY ROAD, FERGUSON AVE.
TO VICTORY DRIVE (U.S. 80)

Federal Route No. : None
State Route No. : STP-OOMS (Skidaway Road)
GaDOT P.I. No. : 571060



Date of Report: October 21, 1993 (Revised March 25, 1994)

RECOMMENDATION FOR APPROVAL

April 12, 1994
Date

Walter W. Wood
State Urban Design Engineer

Date
4/16/94

State Environmental Engineer
M. C. W. W. W.
State Traffic and Safety Engineer

Date

District Engineer

PROJECT CONCEPT REPORT

PROJECT NO.: STP-OOMS(44) Chatham

P.I. NO.: 571 060

PREVIOUS PROJECT NO.: N/A

ROUTE NO.: STP-OOMS (Skidaway Road)

LOCATION: Skidaway Road from Ferguson Avenue to Victory Drive (U.S. Rt. 80/S.R. 26) in Savannah, Chatham County, Georgia.

TRAFFIC: Current ADT 23,700 (YR 1989) Projected ADT 19,600 (YR 2010)

EXISTING TYPICAL SECTION: Two lane, asphalt paving with minimal curb & gutter or drainage system. Left turn lanes at major intersections.

POSTED SPEED LIMIT: Ferguson Ave. - Eisenhower Drive - 35 MPH
Eisenhower Drive - Derenne Ave. - 40 MPH
Derenne Avenue - Victory Drive - 35 MPH

EXISTING MAJOR STRUCTURES: None

ACCIDENT HISTORY: During the period of April, 1992 through March, 1993 142 accidents with 26 injuries and no fatalities were reported for the section of Skidaway Road from Montgomery Crossroad to Victory Drive according to data provided by the City of Savannah Traffic Engineer. No accident data was available for the section of Skidaway Road in unincorporated Chatham County from Ferguson Ave. to Montgomery Crossroad.

STATEMENT OF NEED AND PURPOSE OF PROJECT: Skidaway Road from Ferguson Avenue to Victory Drive has significant travel delays, particularly in the vicinity of the intersections with major crossroads such as 52nd Street, Delesseps, Derenne, Eisenhower and Montgomery Crossroad. This area had 142 accidents between April 1, 1992 and March 1, 1993. Another area of concern is in the vicinity of the Parkwood and Fernwood Intersections with Skidaway Road. This area will be analyzed to possibly redesign the side street in order to reduce traffic.

Compared to State-wide averages for this type road, the accident frequency is regarded as too high at intersections as well as at mid-block locations, and main intersection approaches are operating at level of service E or F during peak hours. While traffic on Skidaway Road is projected to drop slightly due to the construction of the Harry S. Truman Parkway, the expected drop will not be sufficient to change either the level of service or accident frequency significantly. The resulting level of service will be C or D during peak hours.

Intensive adjacent land use and local tree concerns make large scale improvements impractical; however, delays and accident occurrences can be reduced by intersection improvements, addition of a continuous left turn lane and implementation of driveway controls.

See attached travel delay and accident diagrams.

PROJECT CONCEPT

LENGTH: 4.1 miles

BEGINNING: At the Ferguson Avenue Intersection

ENDING: South of the Victory Drive Intersection near Rowland Avenue.

PDP CLASS: Major - Existing FUNCTIONAL CLASS: Urban Arterial

MAX. DEG. of CURVE: 8° MAX. GRADE: 1%

DESIGN SPEED: Derenne Avenue to Victory Drive (U.S. 80) - 35 MPH
Montgomery Crossroad to Derenne Avenue - 45 MPH
Ferguson Avenue to Montgomery Crossroad - 35 MPH

PROPOSED TYPICAL SECTION: From Ferguson Avenue north to Shell Road (3.6 mi) the existing two-lane road will be widened to three lanes providing a continuous left-turn lane. Turn lanes and/or through lanes will be added at Ferguson Avenue, John Scott Drive, Eisenhower Drive, Bonna Bella, DeRenne Avenue, LaRoche/Delesseps Avenue, 52nd Street and Sunset Blvd. A new traffic signal will be added at Sunset Blvd. and the existing signals will be improved as necessary.

From Shell Road to Rowland Avenue (0.5 mi) the existing three-lane roadway will be widened to five lanes. The project will terminate just south of Victory Drive at the Skidaway Road TSM project from Five Points to Victory Drive (MR-4046(2) Chatham) which is currently under construction. Typical sections of the 3-lane and 5-lane sections are attached.

MAJOR STRUCTURES: None

TYPE ACCESS: Regulated by permit.

TRAFFIC CONTROL DURING CONSTRUCTION: Maintain existing traffic during construction.

ESTIMATED COST:

<u>ITEM</u>	
RIGHT of WAY	\$ By Locals
UTILITIES	<u>\$ By Locals</u>
SUBTOTAL	\$ By Locals
CONSTRUCTION	\$ 5,484,500
INFLATION	\$ 562,000
E & C	<u>\$ 604,700</u>
TOTAL CONSTRUCTION	\$ 6,651,200

PERMITS REQUIRED: None

LEVEL of ENVIRONMENTAL ANALYSIS: Environmental Assessment as regulated.
There will be no major impact on the park areas.

LEVEL of PUBLIC INVOLVEMENT: Public Hearing Required

TIME SAVING PROCEDURES APPROPRIATE? YES _____ NO X

DESIGN VARIANCES REQUIRED: None known at this time.

ALTERNATES CONSIDERED: 1. Build 2. No Build

OTHER PROJECTS IN AREA: MR-4046(2) Chatham - TSM Improvements for Skidaway Road from Five Points to Victory Drive: under construction. MR-4005(3) Chatham - Waters Avenue Widening: under construction. Harry S. Truman Parkway Phases III & IV from Derenne Avenue to Whitefield Avenue: under design.

CONCEPT TEAM MEETING HELD: Will be coordinated by County Engineer.

PRESENT: N/A

FIELD REVIEW HELD: Not held at present.

COMMENTS: Driveway controls are included through entire area. Traffic signal upgrading is included in work. A signal will be added at Sunset Blvd.

This project is part of the Chatham County 1% local option sales tax program for road improvements. Chatham County is responsible for design, utility relocations and right-of-way acquisition. The GA D.O.T. will fund 100% of the bidding, construction, inspection and contract administration. The GA D.O.T. will also provide technical reviews and conduct field plan reviews during the Design Phase.

ATTACHMENTS: Typical sections, travel delay and accident diagrams, construction cost estimate, project narrative letter.

**PRELIMINARY CONSTRUCTION COST ESTIMATE
URBAN DESIGN OFFICE**

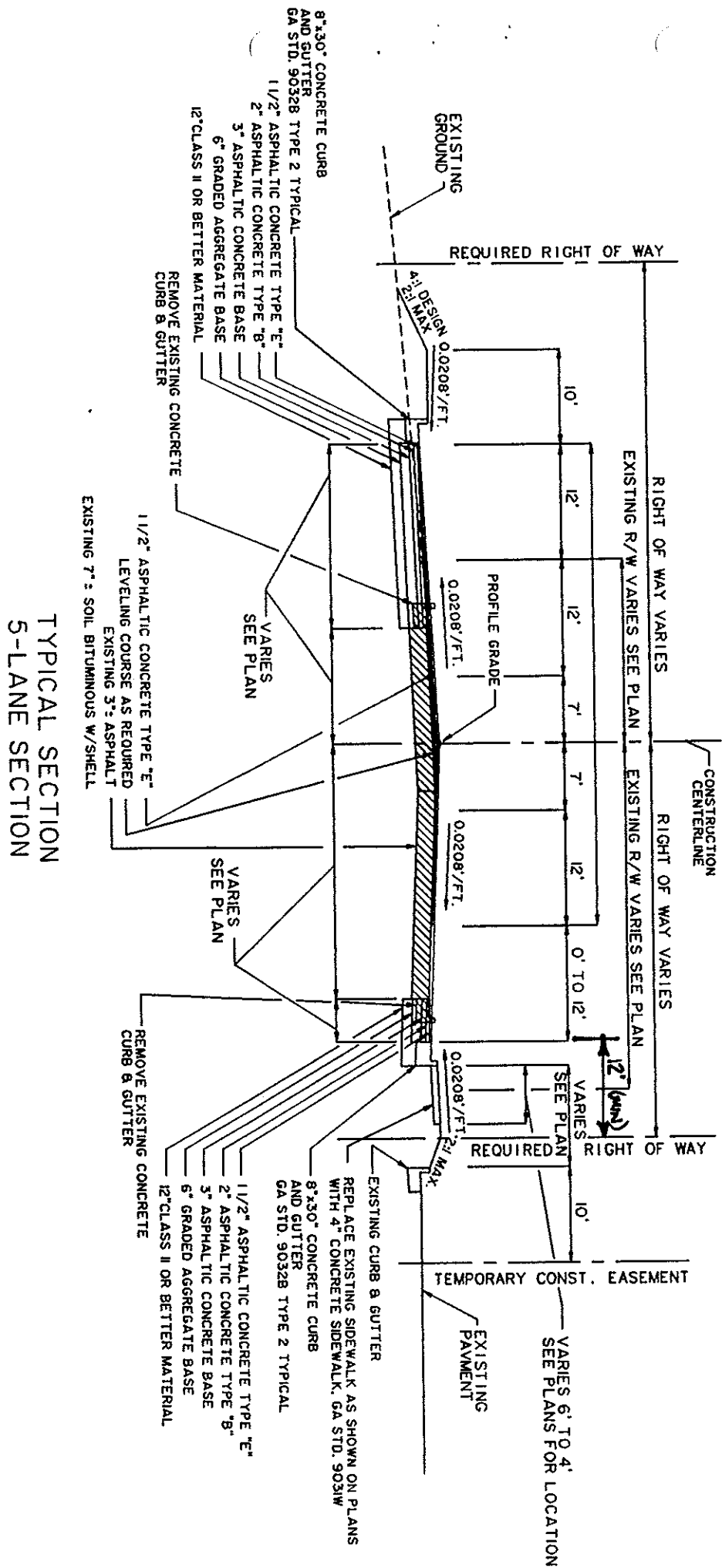
Date: November 9, 1993 Prepared By: Thomas & Hutton Eng. Co.
Project No.: STP-OOMS(44)Chatham File Name: J-7916
P.I. No.: 571 060 Mileage: 4.1 Miles

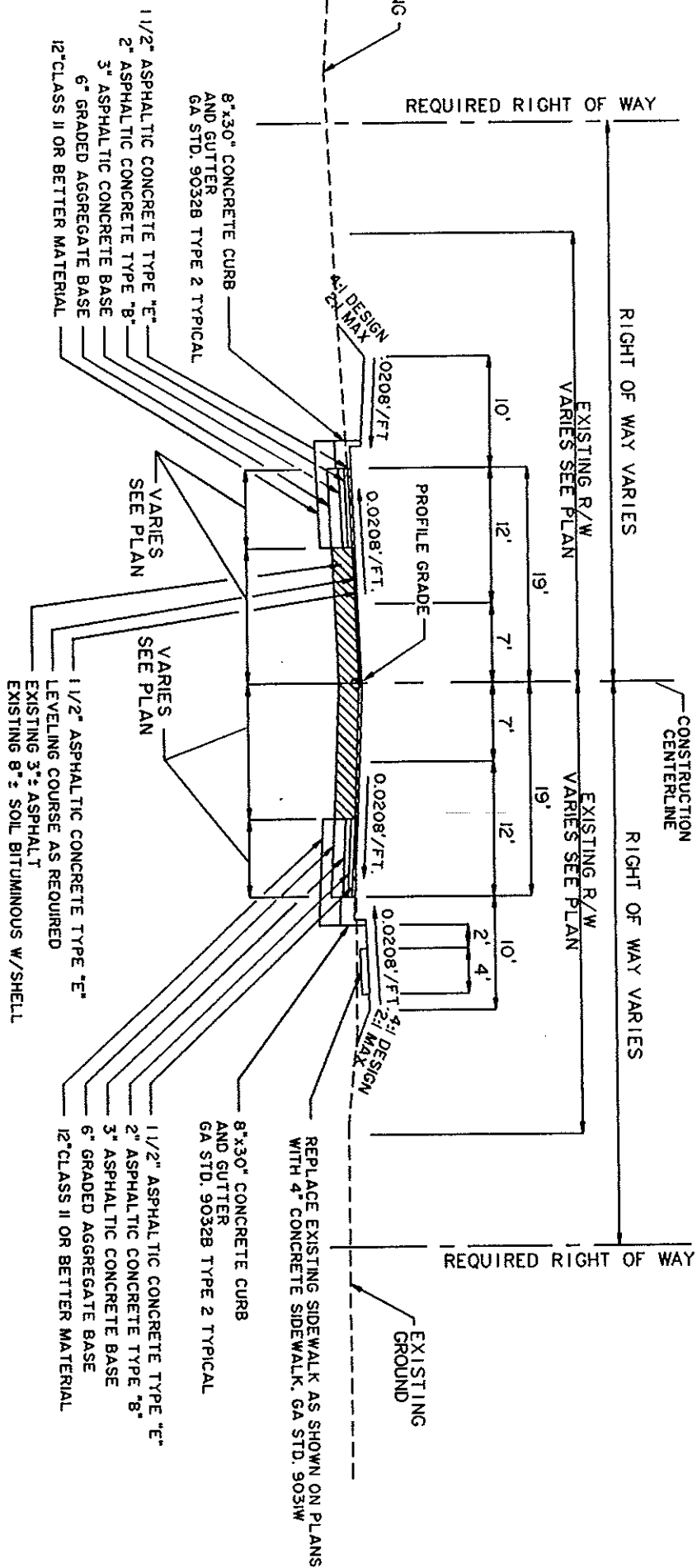
Project Description: Skidaway Road TSM Project Widening of Existing Roadway, Chatham County, Georgia

A.	Clearing & Grubbing	15 Acres @ \$10,000/ac	\$ 150,000.00
B.	Earthwork:		
	Borrow	10,500 cy @ \$6/cy	\$ 63,000.00
	Uncl. Excavation	15,500 cy @ \$7/cy	\$ 108,500.00
	Sub-Total (B)		\$ 171,500.00
C.	Base & Paving: ^{2.1/2}		
	6" GABC	42,500 sy @ \$6 sy	\$ 255,000.00
	Asphalt Concrete E	11,000 tons @ \$45/ton	\$ 495,000.00
	Asphalt Concrete B	5,000 tons @ \$48/ton	\$ 240,000.00
	Asphalt Concrete Base	7,000 tons @ \$46/ton	\$ 322,000.00
	Leveling	7,700 tons @ \$45/ton	\$ 346,500.00
	Sub-Total (C)		\$ 1,658,500.00
D.	Drainage:		
	Pipe:		
	15" RCP	21,100 lf @ \$22/lf	\$ 464,200.00
	18" RCP	5,600 lf @ \$25/lf	\$ 140,000.00
	24" RCP	6,500 lf @ \$30/lf	\$ 195,000.00
	30" RCP	1,000 lf @ \$45/lf	\$ 45,000.00
	36" RCP	2,400 lf @ \$50/lf	\$ 120,000.00
	48" RCP	200 lf @ \$65/lf	\$ 13,000.00
	Sub-Total (D)		\$ 977,200.00
	Structures:		
	Catch Basins	320 ea @ \$1,400/ea	\$ 448,000.00
	Drainage Inlets	45 ea @ \$1,200/ea	\$ 54,000.00

	Manholes	10 ea @ \$1,300/ea	\$ 13,000.00
	Rip-Rap	150 sy @ \$30/sy	\$ 4,500.00
	Adjust Structure to Grade	30 ea @ \$400/ea	\$ 12,000.00
	Reconstruct Structure	15 ea @ \$600/ea	\$ 9,000.00
Sub-Total (D)			\$ 540,500.00
E.	Concrete Work		
	Curb & Gutter	51,500 lf @ \$12/lf	\$ 618,000.00
	Header Curb	7,000 lf @ \$10/lf	\$ 70,000.00
	Valley Gutter	6,500 sy @ \$35/sy	\$ 227,500.00
	Sidewalk	3,800 sy @ \$20/sy	\$ 76,000.00
	Median Paving	680 sy @ \$35/sy	\$ 23,800.00
	Headwalls	5 ea @ \$2,500/ea	\$ 12,500.00
Sub-Total			\$ 1,027,800.00
F.	Traffic Control	JOB LUMP SUM	\$ 550,000
G.	Erosion Control	JOB LUMP SUM	\$ 54,300.00
H.	Signs, Striping, Signals		
	Striping	110,000 lf @ .25/lf	\$ 27,500.00
	Roadside Signs	4,100 sf @ \$120/sf	\$ 49,200.00
	Traffic Signals	4 ea @ \$40,000/ea	\$ 160,000.00
Sub-Total			\$ 236,700.00
I.	Grassing	30 ac @ \$2,000/ac	\$ 60,000.00
J.	Miscellaneous		
	Field Engrs. Office	JOB LUMP SUM	\$ 25,000.00
	ROW Markers	550 ea @ \$60/ea	\$ 33,000.00
Sub-Total			\$ 58,000.00

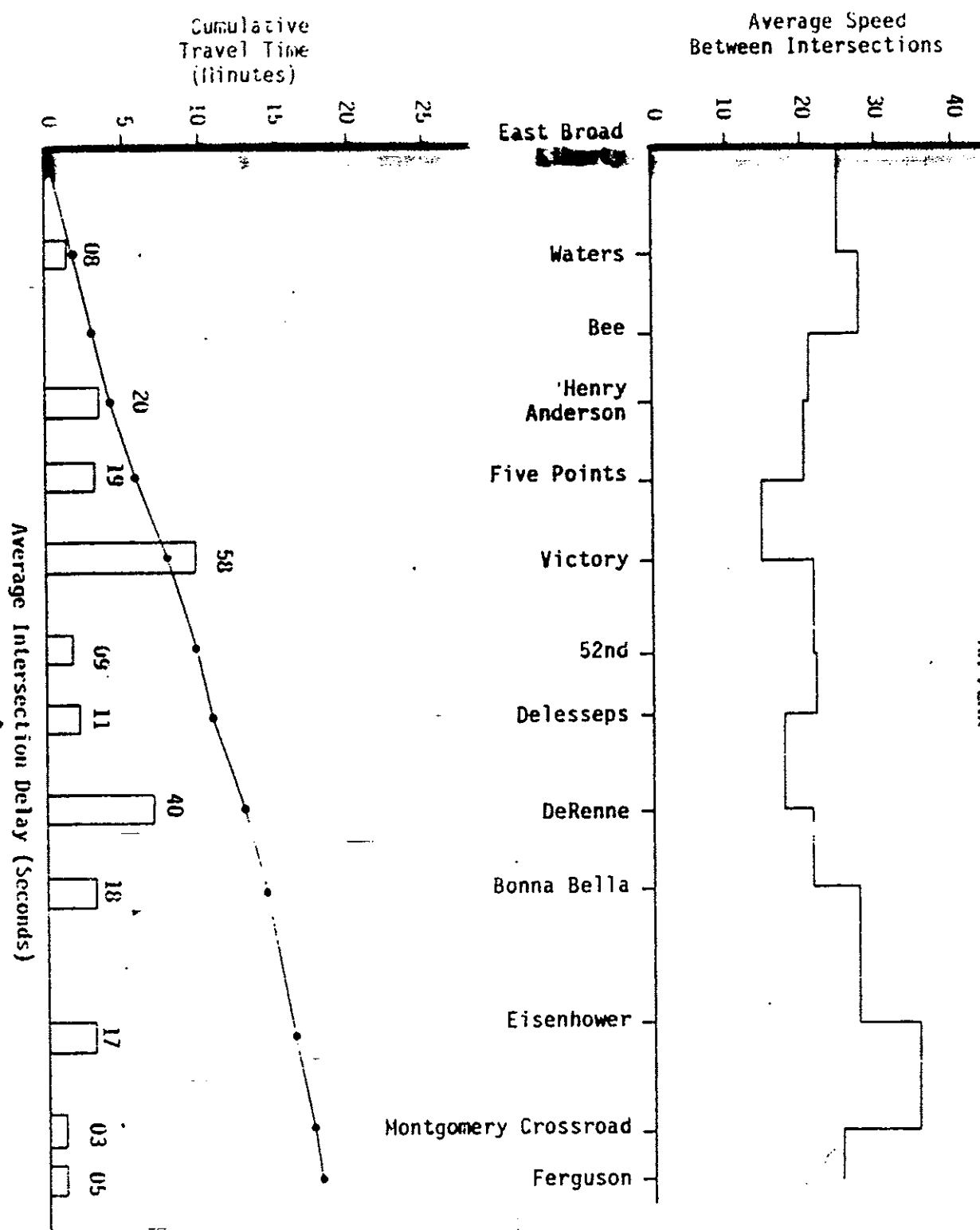
CONSTRUCTION COST SUMMARY		
A.	Clearing & Grubbing	\$ 150,000.00
B.	Earthwork	\$ 171,500.00
C.	Base & Paving	\$1,658,500.00
D.	Drainage	\$1,517,700.00
E.	Concrete Work	\$1,027,800.00
F.	Traffic Control	\$ 550,000.00
G.	Erosion Control	\$ 54,300.00
H.	Signs, Striping, Signals	\$ 236,700.00
I.	Grassing	\$ 60,000.00
J.	Miscellaneous	\$ 58,000.00
Total Construction Estimate		\$5,484,500.00
5% Inflation for 2 Years		\$ 562,000.00
10% E & C		\$ 604,700.00
TOTAL		\$6,651,200.00





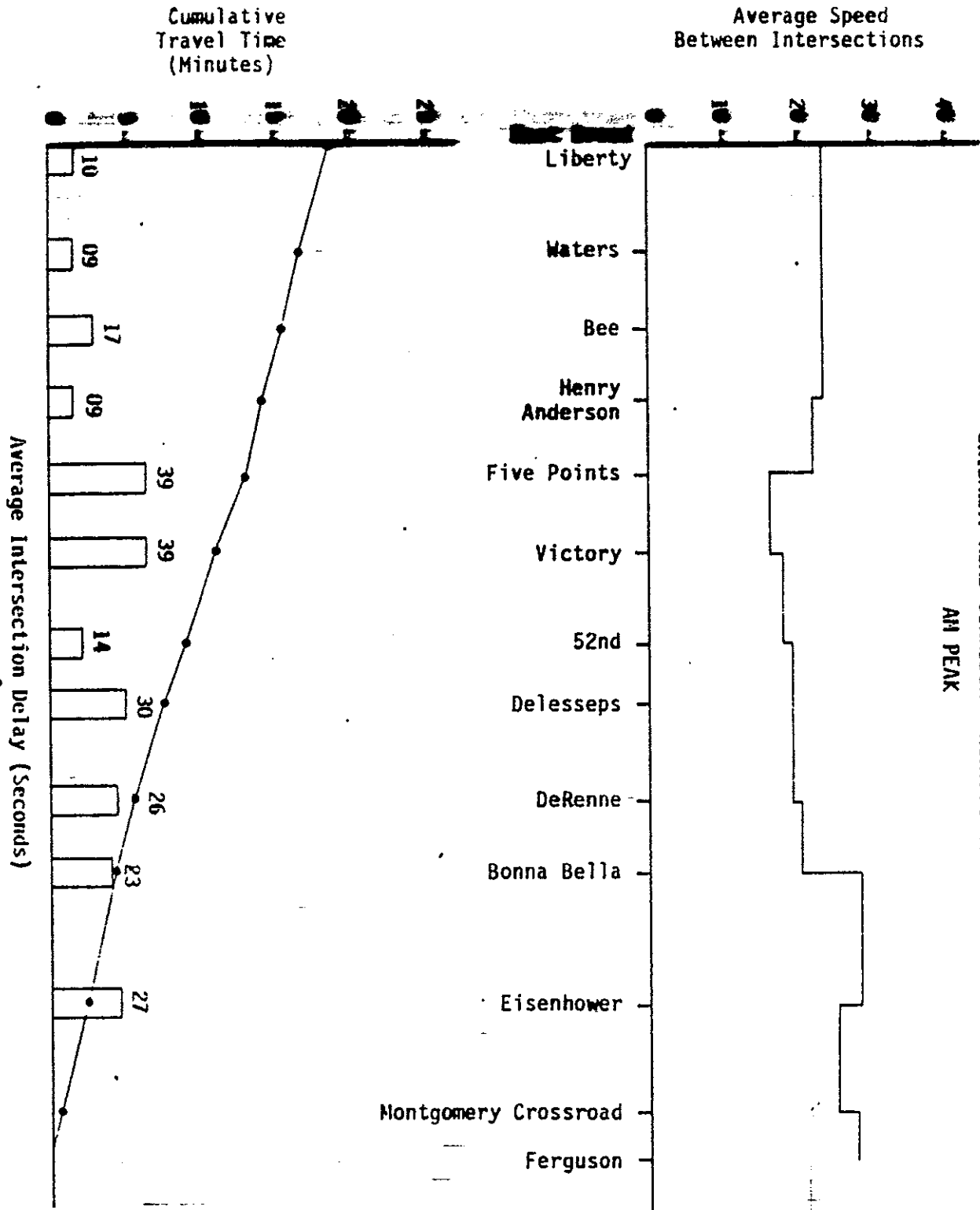
TYPICAL SECTION
 3-LANE SECTION

FIGURE
TRAVEL TIME - SPEED AND DELAY DIAGRAM
SKIDAWAY ROAD CORRIDOR - SOUTHBOUND
AM PEAK



FIGURE

TRAVEL TIME - SPEED AND DELAY DIAGRAM
SKIDAWAY ROAD CORRIDOR - NORTHBOUND
AM PEAK



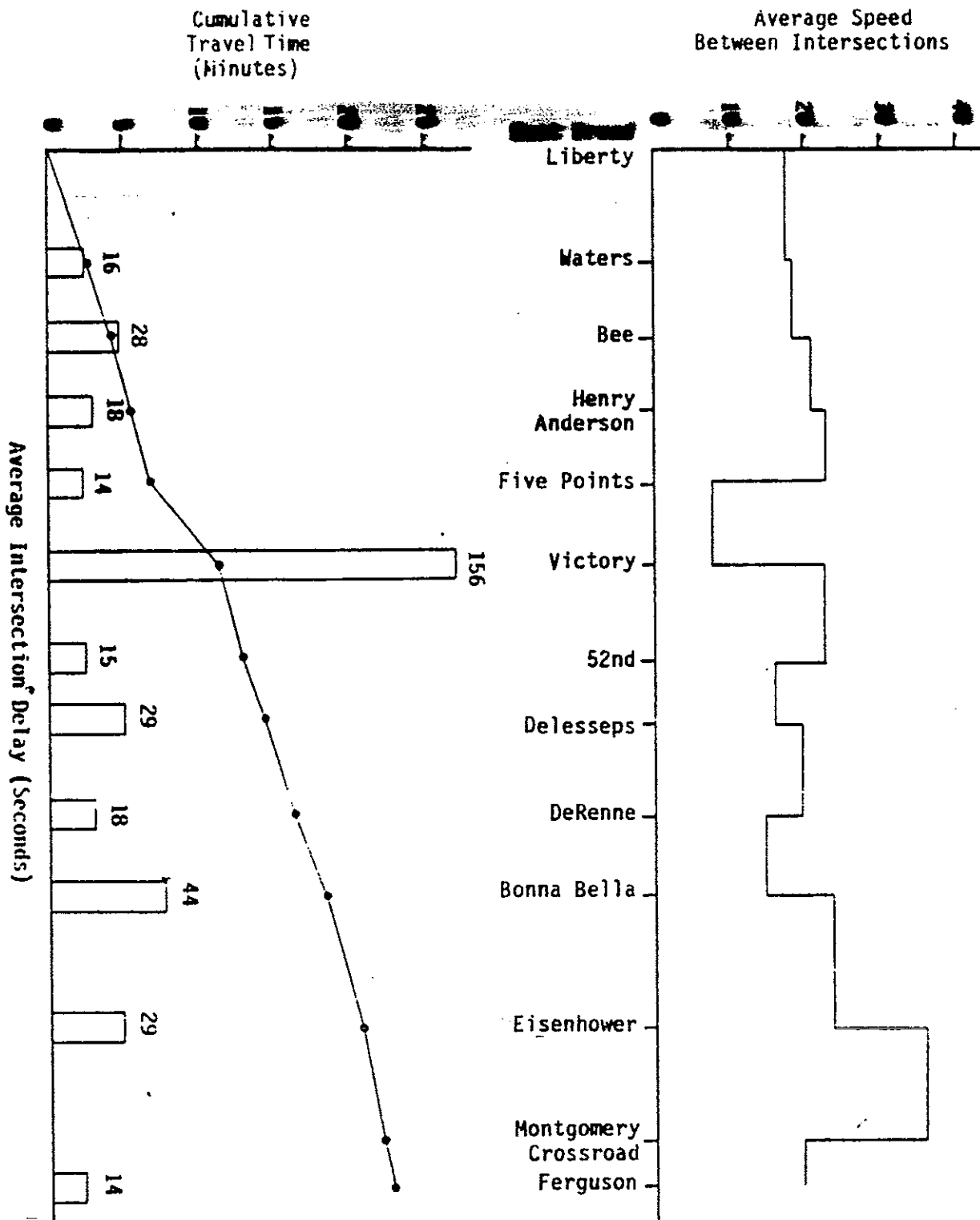


FIGURE
TRAVEL TIME - SPEED AND DELAY DIAGRAM
SKIDAWAY ROAD CORRIDOR - SOUTHBOUND
P11 PEAK

Average Speed
Between Intersections

Cumulative
Travel Time
(Minutes)

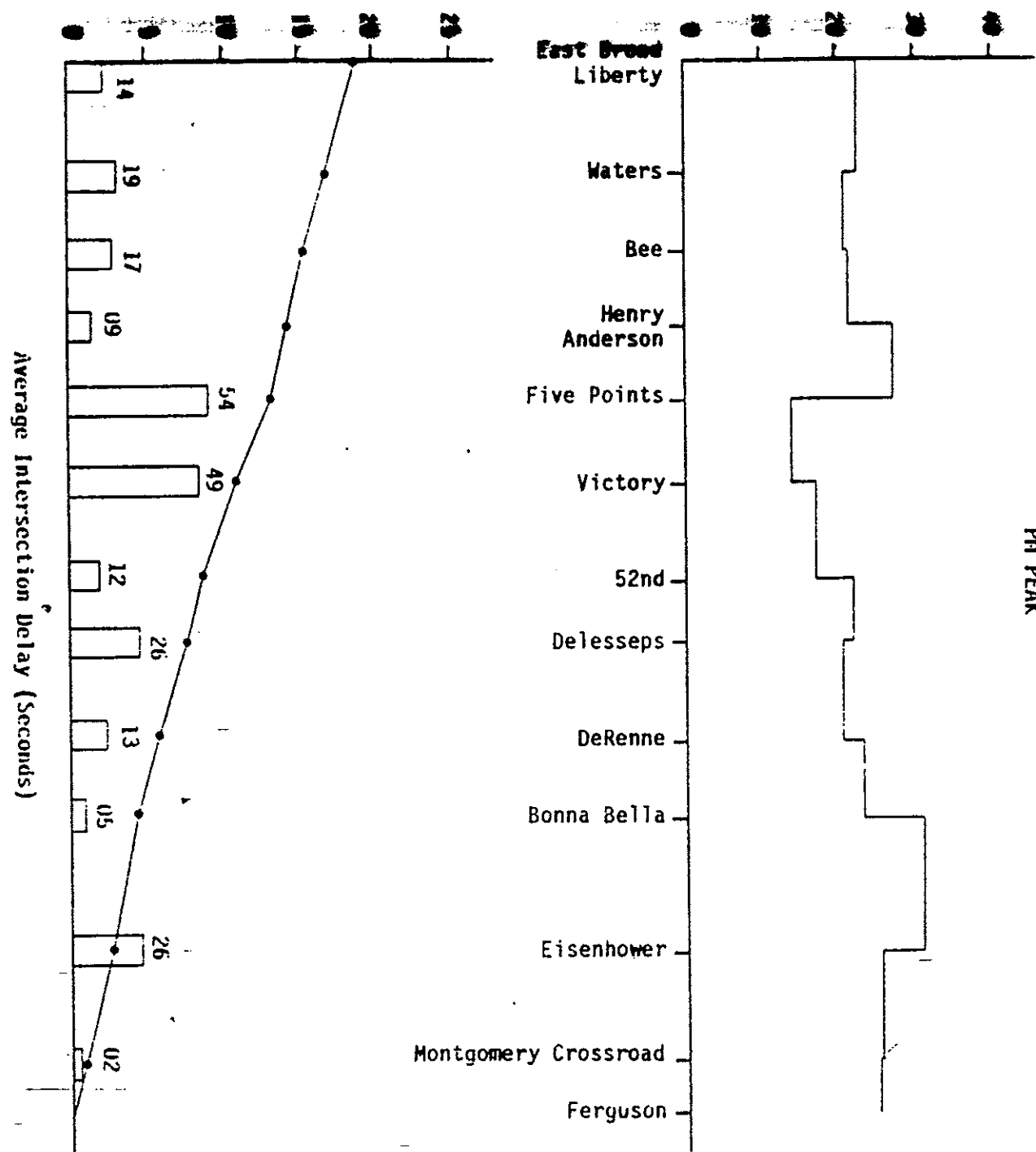


FIGURE
TRAVEL TIME - SPEED AND DELAY DIAGRAM
SKIDAWAY ROAD CORRIDOR - NORTHBOUND
PM PEAK

**SKIDAWAY ROAD TSM
FERGUSON AVENUE TO VICTORY DRIVE
STP-00MS (44) - CHATHAM COUNTY**

**PUBLIC PARTICIPATION AND
LOCAL GOVERNMENT REVIEWS**

March 15, 1994

J-8669

PUBLIC PARTICIPATION

During the period of October 15, 1990 to November 21, 1992 public comments were received in writing and addressed by Chatham County. Of these comments, seventeen (17) were submitted at a public hearing held at Myers Middle School on March 12, 1992. An additional twelve (12) comments were sworn to a court reporter at the public hearing. These have also been addressed by Chatham County. Copies of the public comments and responses recommended by Thomas & Hutton are attached.

LOCAL GOVERNMENT REVIEWS

The initial submittal of conceptual plans was made to the Chatham County Engineer on July 3, 1991. The first review meeting was held on July 23, 1991. Representatives from Chatham County, the City of Savannah, the Metropolitan Planning Commission and Thomas & Hutton were in attendance.

On October 25, 1991, conceptual plans were submitted to Dr. Don Gardner, City of Savannah Park & Tree Director, for review with regards to impact on existing trees within the project limits. On November 1, 1991, the Park and Tree Commission reviewed the plans and designated trees of specific importance to be considered for preservation. Each tree selected by the Park and Tree Commission was evaluated by a landscape architect, and a determination was made based on the quality of each tree and the proposed roadway improvements with regards to preserving the trees.

A second meeting was held on January 24, 1992 to resolve the remaining issues related to the conceptual plans. Representatives from Chatham County, the City of Savannah and Thomas & Hutton were in attendance.

The City of Savannah Traffic Engineer signed off on the conceptual plans on February 14, 1992.

The conceptual plans were further refined and modified continuously based on public comments and requests from local officials in an effort to minimize impacts on businesses, parking and monumental trees.

The conceptual plans were approved by Chatham County in March, 1993. In August, 1993, Chatham County requested that a Concept Report for the project be prepared. Preliminary construction plans were submitted to Chatham County on November 10, 1993. The GA. D.O.T. completed its review of the preliminary plans on December 28, 1993.

~~-Related correspondence is attached-~~

CONCLUSION

Because extensive input from local officials and the public was provided during the 20 month development of the project concept and because preliminary construction plans have been completed and reviewed, we recommend that the requirement for a concept meeting be waived and that the Concept Report be approved as submitted.